Natives Are All Natural Musicians.

QUICK AND RETENTIVE

FAMILIES THAT CAN AFFORD IT HAVE PIANOS.

Passion for Gambling - Cockfighting One of the Favorite Amusements

in the Islands.

Apecial Correspondence of The Evening Star and Chicago Record-Herald. BY WILLIAM E. CURTIS.

MANILA, May 28, 1904. All Filipinos are natural musicians, although the islands have never produced a vocalist of more than ordinary repute. The inherent passion and talent manifests itself at every possible opportunity. Every village has its orchestra and band, and some of the organizations have reached a high degree of perfection, as people who have attended the St. Louis fair will testify.

The military band and orchestra which known in the Philippines. It is composed of picked men from other bands and orchestras, has been favored by the officials with plenty of time for training, and provided with modern instruments of the highest class. Professional critics will notice defects in its performances which are due to the superficial character of the native. He is never thorough and never learns for the love of learning, but rather in order to accomplish something or gratfly his pleasure.
The same characteristic is manifested in everything he undertakes. There is only a thin veneer of civilization upon the savage nature of the Filipino race.

But the constabulary band gives most pleasing performances. It is extremely popular, and its concerts, given at twilight twice a week on the Luneta, the park along the shore of the bay, are attended by thou-sands of delighted hearers. It will have similar popularity at St. Louis and will eard there. There are several native composers of local fame, who have produced operas, masses and orchestral compositions of internationi popularity, while the num-ber of light, dashing plane compositions published here every year is very large.

Quick and Retentive.

Every child, particularly the girls, in the Philippine Islands has a plane when it is six or seven years old, if its parents can afford to buy or hire one, and the Manila directory contains a long list of teachers of instrumental music, who seem to be busy. If you take a morning walk on any of the streets in the well-to-do part of town you will recognize that the coming generation of Filipinos are diligent in practicing their music lessons, and go at them with great zeal and persistence. Nearly everybody can play some kind of an instrument, and hundreds of families in Manila can furnish a very respectable orchestra without going nd their own threshold. And they play with a good deal of sentiment and taste. although few of them are able to interpret the higher classes of classical music pinos pick up music instinctively; that they have quick and receptive memories and can learn the melody and the words of a song in two or three lessons. On the evening of Washington's birthday there was a celeattractive numbers were "The Star Span-gled Banner" and other patriotic American songs given by a chorus of youngsters from one of the primary schools. They sang as if their souls were in it; they sang as if their lives depended upon it; not with the listless, perfunctory manner of the ordinary school child, but with genuine enthu-

slasm and enjoyment. Annual Season of Opera.

A season of opera is given here every winter. The opera house is an ugly old building, a cross between a political wigwam and a bull ring, but it has a large stage, excellent acoustic properties and is of people. The solo performers principally come from Spain, the chorus and orchestra by natives or Spanish teachers, and they sing and play as well as those of Italy. During Spanish times the opera was subsidized by the government, but Americans do t approve of such uses for public money, much profit as he did with a subsidy.

Rich people sit in boxes. There are two tiers around the entire house, with a big one in the center of the horseshoe, opposite the stage for the way of the the stage for the use of the governor, who appears frequently, not only for the pleasure it gives him, but to encourage the en-terprise. The main floor, or parquet, is filled with chairs, which cost from \$1 in Mexican money or 50 cents gold to \$3, according to location, for ordinary perform-ances, and double those amounts when exances, and double those amounts when extra functions are given. Behind the boxes and in the top gallery the common people can obtain seats for 25 cents, and those parts of the house are always crowded with sharp critics who manifest their approval or disapproval in a decided manner usually enthusiastic, and cannot re strain themselves until a singer has fin-ished her lines, which is annoying to the rest of the audience, but complimentary to the performer.

Opera is given three nights a week, sometimes in Spanish, sometimes in Italian, and the season runs four months in the year. Certainly no city in the United States proides so good and so many entertainments at so low a price.

The native gentlemen appear at the opera ordinary evening dress, but the ladies of their families wear the native costume. The performance does not begin until 9:30 o clock and continues until 1 or 2 in the morning. You frequently see Chinese in the audiences and several members of the Chinese colony are faithful patrons, although it is a popular impression that their race has no ear for melody or har-

We attended the farewell benefit of a popular prima donna, and in "Lucia di Lammermoor" she aroused her audience to a tremendous pitch of enthusiasm. Her admirers brought gifts of all kinds-jewelry and wearing apparel, as well as flowers, and a pretty idea was the release of doves and canary birds in different parts of the hall during the applause. They flew about the auditorium for a while and then, attracted by the strong lights, made their way to the stage. It was rather inapropos, but nevertheless interesting, to have the prima donna's presents displayed in the middle of the stage during the last act. They occupied two large tables and looked like a combination of a florist's and a jew-

The Native Dancing.

The native dancing is an imitation of the Spanish instead of the oriental, such as Burma. The dance music is very lively, the dancers are animated and graceful, and the costumes of the girls are a novelty. although they are not so picturesque as those worn by the Sevillianos and other

group of Filipinos cannot get together with-out pitching pennies, shaking dice or play-ing some kind of a game for stakes. As scon as a servant or a workman gets his wages he starts for the nearest place that offers a chance for him to get rid of the money, and when it is gone he is apt to pilfer from his employer to get means to piay.

urchin a penny for some little service. Ho made a polite bow and thanked me in a grave and decorous manner. As soon as the acknowledgments were made he let go a shrill yell and started off as fast as he could have could run. A few moments later I saw him in the midst of a group of urchins about the same age who were squatting on the ground gambling for the coin. And when he lost it he came up to me and in a most beseeching tone begged for another penny in order that he might have a chance to in order that he might have a chance to win it back. At the factories, at the docks and at other places where native labor is employed, the managers will tell you that the wives of their workmen come around on pay day to get the wages for fear their husbands will lose them gambling before they get home. Priests who have lived a long time in the Philippines declare that the vice is incurable, that it is an inherent passion, and that they long ago gave up passion, and that they long ago gave up all efforts at reform on the ground that it was much preferable to intemperance—and it may be said that Filipinos very seldom are intoxicated, and few of them drink to

The Fighting Cocks.

As you go about over here, in the cities as well as the country, you are continually meeting natives of all ages and conditions with roosters under their arms, petting them as if they were bables or poodle dogs; and John Foreman declares that when native huts catch fire, as they do very oftenand being made of palm leaves and other inflammable material are consumed in an instant—the father of the family always The military band and orchestra which has been sent over there is a part of the constabulary—the police organization under the control of the civil government—and has been drilled by an American, who has decided musical genius, and is a graduate of the Boston Conservatory. This constabulary band is probably the most advanced and accomplished musical organization every have the philippines. It is composed to the property of the heavily for the ring. Petty fights, or rehearsals as you might call them, are held at all hours of every day. All a man has to do is to yell for his neighbor on the other side of the hedge to bring cut his rooster. side of the hedge to bring out his rooster and a scrap can be arranged in an instant. Cocks that show nerve and fury receive good care and are trained for the pit; those that do not have their heads cut off and are baked or belied for dinner. Hence there are usually three or four birds in training in every family, and on Sunday afternoons the owner invariably takes the fittest one of them under his arm and starts for the nearest cockpit, which, since the American oc-cupation, must be outside the city limits. The country roads are thronged with people walking and riding in vehicles of every description drawn by ponies, horses, don-keys, bullocks and carabaos, whole families being packed into carts and wagons, men. women and children, with usually one or more chickens in the company.

The Cockpits.

The cockpits are enormous bamboo amphitheaters, arranged like the tents of a circus, with tiers or seats sloping down to a little circle in the center. Outside peddlers, fakirs, and other enterprising citizens set up stands for the sale of every variety of food and drink and run games with all kinds of gambling paraphernalia. The grounds look like those of a circus. Country people unnitch their horses, tie them to the wheels of the wagons and then make a day of it wandering about, gossip-

ing with their neighbors, patronizing the eating stands and the gambling places and "blowing in" as much money as they have accumulated during the week before. There are half a dozen such places in the vicinity of Manila and half the population of the rovince may be found around them every Sunday afternoon. If the government should attempt to prohibit cockfighting there would be certainly a revolution. The best it can do is to forbid it within the city limits. Since 1779, until the American occupation, the Spanish government recognized cockfighting as a legitimate sport and made it profitable source of revenue. The year before the war began it collected \$149,039 for licenses to maintain cockpits and \$501,ed out like the sale of opium and were taxed like any other business. All cockfighting was regulated by law, and the code filled several pages of the Spanish statute book. Public fights were prohibited except bration at the United States Club, with a on Thursdays and Sundays and on religious program of music and recitation. The most feast days; no person was allowed to stake more than \$50 upon a single contest. No cock was allowed to wear more than one

metallic spur or gaff, and a fight was officially over when one of the birds was dead or ran away. Fight Regulations.

Nowadays the fighting is limited to Sundays and feast days, and there are no official regulations, but each pit has its own rules, and the proprietors make much more money than they did in Spanish times because they are not compelled to share their profits with the government. A small admission fee is charged and the proprietor has a small percentage of all winnings. He a source of great enjoyment to all classes of people. The solo performers principally come from Spain, the chorus and orchestra and pools are sold upon well-known birds, are local talent, mostly Filipinos trained but most of the betting is wild and reckless by people in the audience and is based upon the judgment of the person interested after inspecting the cock in the ring. Men of all classes save every cent they can spare during the week to lose it in an inand the manager is compelled to depend upon ordinary patronage. He has raised his prices and is able to make about as they will bet the shirts off their backs to show their confidence in their own opin-

> as keen as stilettos are fastened to the spurs of the birds and the struggle is over the instant one of them happens to touch the other in a vital place. Usually the fatal blow is an accident, because two birds cannot come together without one of them being badly hurt.

SAW LOOMIS LAND.

Positive Statement in Writing Made by a Frenchman.

A cablegram from Paris last night says: Gustave Flamm of San Francisco, the passenger of the Kaiser Wilhelm II, who particularly noticed Kent J. Loomis, today furnished the American officials with a formal written statement, which will be forwarded to the State Department at Washington, giving precise details regarding Mr. Loomis up to the moment Mr. Flamm went ashore. His written statement follows sub-stantially the verbal statement which he made at the American embassy June 24, as but it is more explicit, being intended for the official record of the passenger who last saw Mr. Loomis before his disappearance. The statement adds certain details of a rather personal nature, which it is desirable

to withhold for the present. Mr. Loomis' trunks and valises, which the steamship company held subject to Consul General Gowdy's orders, were turned over today to the consulate. They were all locked and there were no keys. A curious fact is that the trunks bear as an identification mark the letter "F" instead of "L." Tag shows that the first name had been

The Cherbourg report that Mr. Loomis body had been washed up near there, al-though denied, had tended to heighten the tragic possibilities of the case. The offi-cials here have not abandoned hope.

Fugitive Charged With Four Murders. A dispatch from Chicago last night says:

A dispatch to the Tribune from Winona, Minn., says: John Smith, supposed to be guilty of four murders, the latest of which was the shooting of Sheriff Harris of Eau Claire, Wis., a few days ago we have been seeing in Egypt, India and on an Omaha passenger train near that city, while the sheriff was attempting to arrest him on the charge of robbing a store at Rosmond, Wis., has been located in the bottom across the river from this city. Three hundred Wisconsin mili-

The other morning I gave a barefooted

The new steamer Anne Arundel, built at the Baltimore shipbuilding works for the Weems Steamboat Company, had a dock trial at the builder's yard Monday, and every part of her powerful engines and machinery worked admirably. The steamer will have her official trial trip on Chesapeake Bay tomorrow afternoon, and representatives of the builders and owners of the boat will be aboard. The new steamer is to be ready for delivery to the Weems Line July 1, and it is expected her builders will be ready to turn her over to her owners by that time. The fitting out of the steamer is now going on, and she will practically be ready for service as soon as she is turned over to the Weems Line. It is expected the new steamer will visit this city shortly.

The cooler weather of the past two or three days has had a beneficial effect on husiness at the wholeseled fick market on

ousiness at the wholesale fish market on the 11th street wharf, and this morning the demand was fairly brisk. The bulk stock of fish on hand is still coming from southern waters, though the dealers are now receiving trout from the Delaware and New Jersey coast fisheries. Prices remain firm.

The demand for crabs, clams and oys-

ters continues excellent, while the supply remains poor and prices rather high. The new sand dredge and scows of the Potomac Dredging Company, which are building at Alexandria, will, it is stated, be ready to go to work by the middle of July. The company has acquired the sand river, nearby, and will start work on them Until the new tug, which is building for the company at Solomon's Island, Md., is completed, the towing for the company will be done by the launch J. S. Douglass, which was recently bought from Alexandria par-

The United States coast survey steamer Hydrographer, which has been making surveys on the south Atlantic coast for severa months past, will, it is expected, return to Baltimore about June 30. With the return of the Hydrographer all the coast survey vessels will be at the Baltimore station. The receipts of ice to meet the demands of the city, have been quite heavy in the past twenty-four hours, as over 3,000 tons have been brought into port. The schooners Future, J. Manchester, Haynes and Clara Goodwin are the arrivals and all are consigned to the American Ice Company. The Future brings 1,000 tons, the Haynes 1.100 tons and the Goodwin 1.400 tons. The first named vessel is paying her first visit to this There are at sea bound here four large schooners laden with ice.

Preparing for the Fourth.

The owners of the pleasure yachts and launches owned here are preparing to spend the Fourth of July holiday down the river aboard their craft. It is expected that nearly all the pleasure craft owned here will leave port Saturday afternoon and will not return until Monday night or Tuesday morning.

The handsome power launch owned by Messrs. Kelley, Burroughs and other young men of Alexandria is named the Mary and is the largest and handsomest vessel of her kind owned at the Virginia city. She is berthed at the wharf adjoining the landing of the ferry steamer George Washington. The deadrise boat which Mr. Arthur King is building for himself at Alexandria is nearly completed and will, it is expected be ready to put overboard within the next ten days. The vessel is a roomy craft and will be used by her owner and builder for pleasure trips on the river. tract for the building of a thirty-foot gaso-line power launch for parties here. The

The tug Jackson has been hauled out on the marine railway at Bennett's boat yard for some minor repair work preparatory to returning to service on the river.

The tug Dauntless, which gained more than a national reputation as a filibuster during the Cuban war against Spain, came into port yesterday afternoon with an ice-laden vessel in tow. The Dauntless is now owned by Baltimore parties and is engaged in general towing on Chesapeake bay and ta tributaries

boat is to be ready for service, it is stated.

It is stated that the big ice house of the American Ice Company on the 9th street wharf, which was destroyed by fire about three years ago, is to be rebuilt shortly. The burned building was the largest of the ice storage plants in the city.

SUCCESSFUL CANDIDATES. List of New Midshipmen Admitted to Annapolis Academy. A dispatch from Annapolis, Md., last

night says:

One hundred and twenty-two additional candidates have passed the mental examinations for admission to the Naval Academy as midshipmen. Today's list, with that of yesterday, which included seventy names, completes the successful boys at the recent examinations at the Academy One hundred and ninety-nine, or a little over 65 per cent in all, passed the examinations. There were 328 youths who presented themselves for the tests. Today's list contains 122 names, and includes both principals and alternates. The result of the

examinations has been a disappointment, for it was expected that the new fourth class would number at least 400 members. But of the 600 boys that had been appointed only 328 presented themselves for the ex-aminations. The new class will number Included in the list of successful ones to

day is the name of Frank B. Maupin, who was appointed from the fourth district of Maryland by Congressman Denny. Young Maupin is the son of Mrs. Virginia Bond Maupin of Baltimore. Maupin of Baltimore.

Following is the list given out today of

Following is the list given out today of the ones who passed:
L. W. Green, Ohio; P. B. Haines, New York; R. P. Hail, third Ohio district; C. T. H. Handy, Oregon; W. F. Hawthorn, eighth New York; W. L. Helberg, Wisconsin; T. S. Henderson, sixth Texas; G. W. Hewlett, second Connecticut; C. L. Heywood, second Michigan; H. M. Hitchcock, Vermont; F. L. Hodges, fourth Mississippi; P. L. Holland, seventh North Carolina; R. F. Hoover, Washington; F. V. Houchens, fifth Mississippi; P. L. Mississippi; P. L. Holland, seventh North Carolina; R. F. Hoover, Washington; F. V. Houchens, fifth Mississippi; P. V. H souri; J. C. Hunsaker, tenth Michigan; J. McC. Irish: twenty-seventh New York; A. S. Janeway, eighth Pennsylvania; J. C. Jennings, third Iowa; J. H. Jensen, thirtyfifth New York; G. G. Jones, Kansas; J. Jones, sixteenth Illinois; T. H. Jones, ninth Georgia; L. P. Johnson, eighth North Caro Georgia; L. P. Johnson, eighth North Carolina; J. L. Kauffman, third Ohio; M. Kelly, second Virginia; A. S. Kemman, fourth Iowa; D. E. Kemp, fifth Texas; W. K. Kilpatrick, sixteenth New York; S. N. Kraus, eleventh Indiana; H. B. Lebhardt, twenty-second Illinois; D. C. Laizure, at large, North Dakota; F. L. Lang, fifth New York; C. E. Lange, tenth Wisconsin; A. Lee, fifth Nebraska; N. A. Lee, seventh Kentucky; I. C. Littlefield, Utah; R. L. Loucks, twentieth Pennsylvania; I. L. Lowell fourth Maine; A. L. Lucas, twenty-Lowell, fourth Maine; A. L. Lucas, twenty-first Ohio; D. McBee, third Mississippi; J first Ohio; D. McBee, third Mississippi; J. R. McCabe, seventeenth Ohio; D. H. McDowell, second Georgia; N. McGriffin, jr., Pennsylvania; B. A. McNeill, ninth Texas; S. Macomber, eleventh Iowa; C. W. Magruder; eighth Mississippi; P. H. Marion, at large, Connecticut; F. B. Maupin, fourth Maryland; M. A. Mitscher, at large, Oklahoma; J. D. Moore, first Oregon; W. B., Munroe, eleventh Texas; W. S. Montague, Virginia; L. C. Mueller, seventh Wisconsin; Munroe, eleventh Texas; W. S. Montague, Virginia; L. C. Mueller, seventh Wisconsin; B. K. Muir, fifth Michigan; J. A. Nelson, first New Hampshire; A. G. Olson, ninth Illinois; J. T. O'Rear, eleventh Kentucky; W. C. Owen, sixth North Carolina; J. L. Oswald, tenth Indiana; H. W. Page, Virginia; C. O. Pailiborn, teath Michigan.

ON THE RIVER FRONT

C. E. Shinkle, sixth Ohio; C. N. Smith, Delaware; K. F. Smith, first Massachusetts; O. Smith, fr., eleventh Pennsylvania; P. L. Smith, twenty-seventh Pennsylvania; T. L. Smith, twenty-seventh Pennsylvania; T. L. Smith, twenty-third New York; P. E. Speicher, thirtieth Pennsylvania; W. A. Stewart, third New York; P. E. Speicher, thirtieth Pennsylvania; W. A. Stewart, third New York; C. H. Stoer, fourth Pennsylvania; H. A. Strauss, sixth Ohio; F. B. Streeter, North Dakota; C. C. Thomas, first California; L. W. Thockmorton, Va.; F. M. Tipton, New Mexico; F. W. Townsend, fourteenth Illinois; E. R. Trippe, twenty-seventh Pennsylvania; A. R. Vanderhoof, tenth New York; N. R. Vander Veer, sixteenth New York; H. A. Wander Veer, sixteenth New York; H. A. Vander Veer, sixteenth New York; H. Walder veer, sixteenth New York, L. W. T. Waller, presidential; R. G. Ward, fifth New York; L. P. Warren, Missouri; R. P. Waters, fourth Missouri; A. F. Webb, third Kansas; F. O. Webster, fifth Maryland; C. H. Walle, third Pannerlyania; R. R. Wel-H. Wells, third Pennsylvania; R. R. Welshelmer, second Illinois; H. C. Whiteside, fourth Pennsylvannia; W. C. Wickham, Virginia; O. Wilhelm, nineteenth Illinois; F. M. Williams, ninth North Carolina; R. C. Williams, seventh Kansas; P. E. Wille, seventh Minnesota; G. F. Wilson, nine

seventh Minnesota; G. F. Wilson, nineteenth Ohio.

The medical examining board convened at the Naval Academy today for the physical examination of the candidates. The following passed today and will be admit-ted: J. W. Gray, Indiana; R. O. Bausch, Pennsylvania; C. L. Best, Kentucky; J. S. Bradbury, Illinois; J. C. Campgell, Mis-sourl; P. C. Cloud, Alabama; R. L. De Sausseur, South Carolina; W. E. Farwell, New York New York.

PUBLIC SCHOOL CHANGES.

Announcements of Promotions Made by Board of Education.

At a special meeting of the board of education at the Franklin building last evening changes in the public schools were anneunced as follows:

Kindergartens-Promotions: C. R. Watkins, from \$1,100 to \$1,200 per annum; J. M. McKnew, from \$750 to \$800 per annum; M. V. Griffith, M. C. Macfarland, G. E. Vance, N. D. Moote, E. V. Beckwith, G. P. Campbell, E. F. Ross, F. E. Richardson and Roberta Quander, from \$550 to \$625 per annum; K. S. Brown, J. M. Searle, E. C. Carr, E. S. Green, N. V. D. Skillman, P. M. Oberly, H. R. Quinter, F. M. Halley, Retha Dillard and Genevieve Thompson, from \$525 to b. M. Prentice, A. M. Swan, R. J. Coffin, Mary Reynolds, L. B. Davis, F. M. Willams and M. W. Early, from \$500 to \$550 per annum; J. D. Mason, A. N. Mahr, Berth, Dawson, M. E. Crook and A. S. Johnson, from \$475 to \$525 per annum; E. G. Davis, M. V. Slater, Wellesca Pollock, A. A. Shaw dicott, M. Williamson, S. E. Williams, N. M. Walker, C. J. Shields, J. I. Henderson. E. C. Johnson and H. B. Cornish, from \$350 to \$400 per annum; G. M. Jenney, Fern Hoskins, Bessie Mosher, H. M. Soule and Bertha Tucker, from \$350 to \$375 per annum; Irene Zeiders, Alice Turner, A. G. Alden, L. M. Pearce, Jennie Davis, Mary Wilkins, Loraine McFarlane, Elizabeth Dickinson, Lena Hewlett and A. L. Lofton, from \$325 to \$350 per annum; C.W. Wilkinson, from \$275 to \$350 per annum: Florence J. Evans. Sadis Morris, Hattle Cornish and Jennie Hender son, from assistant principals to principals.

Resignation accepted—A. M. Ruff. Reappointments—Anna Endicott and Edith Williams as assistant principals.

Appointments—Nellie B. Taylor, Mary G. Blake, Arebella Beason, Cora M. Williams, Ida Freeman, Eva Thompson and Marie fordan as assistant principals. Graded schools, appointments-Carrie Lee

Hastings, as substitute teacher; Mary K. Blandford, Grace B. Holmes, Edith Church, Kate M. Gibbs, Rose Dugan and Margaret Rate M. Gibbs, Rose Dugan and Margaret I. Bridges, as teachers Resignations accepted—J. L. Johnson, M.

E. Wright, Musette Brooks High schools, appointments—Alice M. Clark, teacher of German; Agnes H. Roop, teacher of mathematics; Elizabeth Chamberlain, teacher in English; Henrietta M. Hyslop, teacher of Latin; Helen M. Lowden and Elsie Turner, teachers of history and English: Lillian Williamson, teacher of sewing, vice Sallie Goines, resigned; L. W. teacher at Armstrong Manual Carter,

Resignations accepted-Mrs. F. E. M. Hall Night schools, appointments—Business High School, E. M. Wilson, principal; Franklin School, C. K. Finckel, principal; Gales School, Charles Hart, principal; Jefferson School, E. C. Westcott, principal; Armstrong School, A. U. Craig, principal; Stevens, A. E. Thompson, principal; Randall, I. I. Russell, principal. Teachers, F. C. Daniel, M. Thole, A. L. Howard, Blanchard Daniel, M. Thole, A. L. Howard, Blanchard Forrer, M. P. Flannery, C. N. Thompson, M. A. McMahon, A. B. Dilion, M. S. Howell, K. E. Rawlings, B. L. Pulizzi, M. R. O'Brien, M. L. Brosnahan, M. S. Hart, L. E. Bentley, E. J. Dakin, B. B. Mulford, C. A. Johnson, W. A. Joiner, D. B. Thompson, M. G. Lewis, C. H. Madella, E. B. Lewis, J. Walker, M. A. Madre, L. Hewlett, M. Brown, E. Kinner, M. E. Griffin, J. C. Bruce, J. Ball, O. Contee, A. Holmes, N. T. Jackson, N. Thomas, J. E. Anderson; teachers of cooking, A. M. McDaniel, M. A. Burns, J. W. Shaw, H. Johnson, E. H. Smith; teachers of typewriting, L. M. Dren-

Smith; teachers of typewriting, L. M. Dren-nan, E. L. Helms, R. W. Pullman. BEAVERS SAYS HE'S NOT GUILTY. Postal Official Accused of Taking

Bribes Placed on the Stand. A dispatch from New York says: To the surprise of United States District Attorney William J. Youngs of Brooklyn, George W. Beavers was made a witness yeterday in the proceedings to obtain his removal to Washington on an indictment charging him with complicity in the postal frauds. It was Beaver's first appearance on the stand in his own behalf.

Beavers said that the book-typewri chines of the Elliott & Hatch Co installed in the Post Office Department pursuance of a contract for connection with which he is indicted, were purchased by

him under direction of the first assistant postmaster general, according to the rule of the department.

Beavers denied having entered into an agreement, as charged in the indictment, with W. Scott Towers, agent for the book-typewriter company, under which he was to receive \$25 for every one of its machines

sold to the government.
"If I remember rightly, the draft I got from Mr. Towers was in the nature of a loan," Beavers said. Seabury's motion to have the case against Beavers dismissed was denied and examination was adjourned until today, when it is expected it will be concluded.

Helen Keller Gets "Cum Laude." A dispatch from Cambridge, Mass., last night says: Amid the applause of her class -the largest in the history of Radcliffe College-Miss Helen Keller, the deaf and blind girl, was graduated today with the honor of

"cum laude" and a degree of bachelor of The graduation exercises were in Sanders Theater, Harvard. Miss Keller did not take a prominent part in the program, but, wearing a cap and gown, sat with the other seniors until her turn to receive her degree. Only once was a reference made to her in the address, when Radcliffe's president, Dr. Briggs, said: "At Radcliffe shall the eyes of the blind be opened and ears of the deaf be unstopped."

With the constant aid of her companion and teacher, Miss Sullivan, who has been ears and eyes for her, Miss Keller has pureued her studies in a remarkable way and

sued her studies in a remarkable way and achieved unusual honors. By means of the Braile system and by interpreting the words of Miss Sullivan by touching her lips with the tips of the fingers, Miss Hele Keller has mastered those subjects which many with sight and hearing and speech have struggled in vain to do.

A dispatch from Harper's Ferry, W. Va., last night says: Sheriff Billmyer and posse, with the negro Williams, who committed assault on Miss Kanode of this place, yesterday, were attacked tonight by a mob at Big Pool, just across the Potomac river from Cherry Run. The mob cut the horses loose and overturned the carriage, and in the excitement the negro escaped. He is now at large handcuffed. The sheriff has telegraphed for hounds in order to recapture him. Great excitement prevails, and mobs are scattered along the road from Harper's Ferry to Hancock.

Miss Kanode, who was assaulted by a negro yesterday, is a young lady of twentytwo years, and of excellent famly. When attacked she was returning from Harper's Ferry, where she had purchased a ticket to the St. Louis fair, intending to start to-

day.

The assault took place on the river road, near Peachers' Mill, about two miles west of Harper's Ferry. Miss Kanode was dragged from her buggy 100 yards into a cluster of bushes by the negro, who had a handkerchief over her face. He flourished an open knife and declared he would cut her throat if she made an outcry, and then ran his hand into her mouth to keep her

from giving an alarm. The negro left her in a terrible plight. Her horse had gone, and she made her way to Robert Engle's house, about half a mile away. To Mr. Engle she related the story of the crime. He went with her to Harper's Ferry, and from there she was taken to the horse of her fetter. Mr. Alfred taken to the home of her father, Mr. Alfred Kanode. The girl's face was much cut and bruised, and the marks of the negro's ingers were visible.

A dispatch from Martinsburg last night says: The news of the assault spread rapidly throughout the country. Every road was watched and every train was searched. Three negroes were arrested here last night Three negroes were arrested here last hight under suspicion. Williams in particular answered the description perfectly. An angry mob began to gather around the jail and threats of lynching were made. Sheriff J. D. Billmyer of Jefferson county was notified and came here at 2 o'clock last night. He was so well satisfied that he had the right man that he returned to Miss Kanode's home, and brought her here. The negroes, who had been taken from the trains on the Baltimore and Ohio going westward, were brought before her at the police office one by one. Williams was the third one brought in, and was identified instantly. When asked whether she was certain, she exclaimed: Remembered the Eyes.

"Yes; I can never forget those eyes,"

and began trembling from head to foot. Judge Faulkner will order a special grand jury at once and will push the trial with all possible speed to satisfy the demands of the public. A dispatch from Hagerstown, Md., says;

George W. Williams, the Baltimore negro accused of criminally assaulting Miss Kanode near Harper's Ferry yesterday afternoon, arrested at Martinsburg yesterday, was brought to Hagerstown at 3:30 o'clock on the Cumberland Valley train this after-noon and placed temporarily in the Wash-ington county jail for safekeeping. Wil-liams was accompanied by Sheriff Bill-myer, Deputy Sheriff Herbert Rogers of Jefferson county and Constable Charles W. Alexander of Hagerstown, who had gone to Martinsburg after two bicycle thieves, who refused to come without requisition papers. As soon as the train pulled into Hagerstown depot Williams was pushed into a cab and driven rapidly to jail before what was tran

At 6.30 o'clock this evening Williams was put into a carriage with Sheriff Billmyer, Deputy Rogers, Constable Alexander and two newspaper correspondents and driven to Kemps station, on the Western Maryland railroad, several miles west of Hagers-town. Here a train was taken to Big Pool. where the prisoner was taken off and driven in a waiting carriage to Hancock, from which point a Baltimore and Ohio train was to be taken to Keyser, W. Va., where the prisoner was to be jailed. Before the party left they gave out to the public information that their destination was Piedmont, W. Va., but privately said they would take Williams to Keyser. When the party left here fully 1,000 people were packed around the jail. Many hostile expressions were heard, but no open attempt was made to take the negro.

TROOPS FOR LAND OPENING.

Nine Million Acres Opened in Nebraska for Settlement. A dispatch from Lincoln, Neb., last night

says: Gov. Mickey has received several requests from officers and sheriffs in Custer county, Neb., for militia to help keep order at Broken Bow and in the surrounding country, where thousands of persons have gathered for the opening of homesteads under the new Kinkaid land law.

In all 9,000,000 acres of government land in Nebraska were opened for homestead entry today. The law permits homesteaders to file on 640 acres of land. The land opened by the Kinkaid law is known as semi-arid land and is mostly adapted to grazing. It is the last great opening of government land of this nature that will ever be made and was the occasion of a rush for choice sections by those desiring to establish ranches.

Thomas Murphy Dead.

A dispatch from Mount Vernon, N. Y., last night says: Thomas Murphy, once a partner of former Vice President Levi P. Morton, and at one time worth \$100,000, died in the Mount Vernon Hospital today in the ninety-fifth year of his age, practically penniless. His death, it is thought, was hastened by grief caused by the action of his daughter in having a sheriff's jury declare him insane and incompetent.

Dowie's Host Moves On. A dispatch from New York says: Elijah Dowle left this unregenerate town for Zion City in a private car on the West Shore railroad last night. With him went Mrs. Dowle, his son Glad., the unkissed, his chief of police, Carl F. Stern, and the al-

leged heiress, Miss Hofer of Switzerland. Dewie's carriage left the Fifth Avenue Hotel at 5:30 o'clock. Chief of Police Stern was on the box with the driver. Glad. sat with Miss Hofer on the back seat. One of the "seeing New York" coaches came along. Said the man with the megaphone "Here is Dr. Dowie's carriage, Dr. Dowie, Elijah the Third."

Elijah the Third."

When asked yesterday if it were true that he was going to establish a long distance annex to Zion City up the Hudson, Dowie refused to answer. Chief of Police Stern denied officially a canard to the effect that Glad. had been kissed at last.

\$200,000 Fire at Rome, N. Y. A dispatch from Rome, N. Y., last night

says: Fire, which destroyed Sink's Opera House, the Dr. Flandrau residence and threatened to destroy the entire west section of the block between James and Whitesboro streets, broke out yesterday. Two men were seriously injured. It is reported another was buried under a falling wall. The loss is estimated at upward of \$200,000; insurance half that sum. The fire started under the stage in a man-

SHAKE UP IN P. R. B.

Changes in Official List Said to Be Pending.

A dispatch from Philadelphia says: The announcement that the management of the Pennsylvania railroad intends to further reduce the number of employes in the operating department has created much comment in railroad circles. Emphatic denials that such steps were to be taken were made by officers of the operating department and by other officials of the road. It was admitted, however, that certain changes in the official list had been discussed, and it was learned that some changes may be

made at any time.

George W. Creighton, general superintendent of the Pennsylvania railroad division, who has been on a furlough for several months on account of poor health, is still unable to resume his duties, although he came back from a sojourn in Mexico somewhat improved. Mr. Creighton is in Atlantic City and may not be able to resume his duties for another month or six weeks. Michael Trump, general superin-tendent of transportation, has been tem-porarily filling Mr. Creighton's place. Mr. frump's duties are being looked after by his ffice assistants.

It has frequently been rumored that Mr. Creighton will never be able to return to his old position, which is said to be arduous. His retirement or transfer to another department will be the opening wedge in making several important changes in the pperating department. Mr. Trump has been mentioned as his successor, but it is said his services are more valuable in the trans-portation department. An officer in the freight department has also been mentioned for an important place in the operating de-partment. His transfer was decided upon several months ago, but for some reason the announcement was not made.

A dispatch from Lansing, Mich., last night says: Suit was begun in the Ingham county circuit court today by the state of Michigan against the Michigan Central railroad to recover \$4,050,540 in taxes, which the state claims is due to it from the company on account of alleged fraudu-lent statements made by the railroad com-

Sues for \$4,000,000 Taxes.

RAILROADS.

EXPRESS TRAINS

Every Day—Each Way

Between

Montreal, Ottawa, Toronto

And

Vancouver.

The Canadian Rocky Mountains, the Pacific Coast, the Orient and Australasia.

Canadian Pacific Railway

June 13 to October.

David H. Morse, F. & P. A., 1229 Pennsylvania Ave..

Washington, D. C. Atlantic Coast Line. Effective April 10, 1904.

4:30 a.m. daily-Sleeping Cars New York tocksonville, Fla. Jacksonville, Fla.

3:45 p.m. daily—Sleeping cars New York to Port
Tampa, Fla., via Jacksonville; New York to Augusta, Ga.; New York to Charleston, S. C.; Washington, D. C., to Wilmington, N. C. Connects at
Petersburg for Norfolk, via N. & W. PULLMAN
DINING CAR SERVICE on this train.

For tickets and all information apply at the OF-FICE OF THE LINE, 601 PENNSYLVANIA AVE-NUE NORTHWEST, and PENNSYLVANIA RAIL-

A. L. REED, District Passenger Agent, Washington, D. C. H. M. EMERSON, Traffic Manager, Wilmington, N. O. SOUTHERN RAILWAY.

SOUTHERN RAILWAY.
Schedule effective June 19, 1904.
Trains leave from Pennsylvania Station.
7:35 a.m. Daily. Local for Harrisonburg, Warrenton, Danville and way stations.
10:51 a.m. Daily. Washington and Florida Limited. Through coaches and sleeper to Columbia, Savannah and Jacksonville. Dining car service.
11:15 a.m. Daily. United States Fast Mail.
First-class coaches and drawing room sleeper to New Orleans. Dining car service.
4:01 p.m. Week Days. Local for Harrisonburg and way stations on Manassas branch.
4:55 p.m. Daily. Local for Warrenton and Charlottesville. lottesville.

9:00 p.m. Dally. New York and Atlanta Express. First-class coach to Atlanta, sleeper to Columbus, Ga., via Atlanta. Sunset tourist, sleeper Washington to San Francisco Mondays, Wednesdays and Fridays. Dining car service a la carte.

10:00 p.m. Daily. New York and Memphis Limited (via Lynchburg). First-class coach and sleeping ear to Roanoke, Knoxville, Chattanooga and Memphis; sleeper to New Orleans. Dining car

service.

10:45 p.m. Daily. Washington and Southwestern Limited. All Pullman train club and observation cars to Atlanta and Macon; sleepers to Augusta, Nashville, Atlanta, Macon. Memphis, New Orleans, TRAINS ON BLUEMONT BRANCH.

Leave Washington 8:10 a.m., 1:30 p.m., 4:45 p.m., 5.05 p.m. week days for Bluemont; 6:25 p.m. week days for Bluemont; 6:25 p.m. Saturdays only, for Bluemont. Sunday trains leave Washington 9:01 a.m., 9:10 a.m., 6:25 p.m. for Bluemont.

Bluemont.
Through trains from the South arrive Washington 6:42 a.m., 6:52 a.m., 9:50 a.m., 3:00 p.m., 9:30 p.m. and 9:50 p.m. daily. Local trains from Harrisonburg. 11:55 a.m. week days and 9:20 p.m. daily. From Charlottesville 8:25 a.m. and 9:20 daily.

pm. d. ily.

Tickets, sleeping car reservations and detailed information can be had at ticket offices, 705 15th street, 511 Pennsylvania avenue and Pennsylvania Station. Baggage checked through from hotels and

esidences. 'Phone 1640 P. R. R. Cab Service. C. H. ACKERT, Gen. Manager. S. H. HARDWICK, Pass. Traf. Mgr. W. H. TAYLOR. Gen. Pass. Agt. L. S. BROWN, Gen'l Agent. Chesapeake Beach Ry. Trains leave District Line Station WEEK DAYS

RAILROADS.

STATION CORNER OF SIXTH AND B STREETS 7:56 A.M. daily. PITTSBURG EXPRESS AND

Chicago Special) Herristurg to Pittsburg. Connects for Chicago, Indianapolis, Louisville and St. Louis. Buffet Brotler Parlor Car to Harrisburg. 10.50 A.M. daily. THE PENNSYLVANIA LIM-

ITED.-Pullman Sleeping, Dining, Smoking and Observation Cars from Barrisburg. For Chicago, Cleveland, Toledo, Detroit and Cincinnati. Buf fet Parlor Car to Harrisburg. 10:50 A.M. delly. ST. LOUIS LIMITED. Sleep-

ing, Dining, Smoking and Observation Cars Harrisburg to Cincinnati, Indianapolis and St. Louis. Buffet Parlor Car to Harrisburg. 10:50 A.M. daily. MAIN LINE EXPRESS.-Pull man Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburg.

PRESS. Sleeping and Dining Cars Washington to St. Louis, Harrisburg to Chleago, Indianapolis, St. Louis and Nashville (via Cincinnati and Louisville). Parlor Car to Harrisburg. 5:40 P.M. daily. CHICAGO LIMITED.-Sleeping.

3:36 P.M. daily. CHICAGO AND ST. LOUIS EX-

Smoking, Dining and Observation Cars, Harrisburg to Chicago and Toledo. Parlor Car to Harrisburg.

7:15 P.M. daily. ST. LOUIS EXPRESS .- Pull man Sleeping Car Harrisburg to St. Louis and Cincippati. 7:45 P.M. daily. WESTERN EXPRESS.-Pullman

Sleeping Car to Pittsburg and Chicago. Dining Car to Chicago 7:45 P.M. daily. CLEVELAND AND CINCINNATI EXPRESS.-Pullman Sleeping Cars Washington to Harrisburg, and Harrisburg to Cleveland and Cincinnati. Dining Car. Connects for St. Louis. 10:40 P.M. daily. PACIFIC EXPRESS.-Pullman Sleeping Car to Pittsburg. Connects for Toledo.

through Broiler Buffet Parlor Car and Coaches to Buffalo, via Emporium Junction. 7:50 A.M. for Kane, Canandaigua, Rochester and Niagara Fails daily, except Sunday.

7:50 A.M. daily. BUFFALO DAY EXPRESS, with

10:50 A.M. for Elmira and Renovo daily, except Sunday. For Williamsport daily, 3:30 P.M. 7:15 P.M. daily. BUFFALO NIGHT EXPRESS. with through Buffet Sleeping Car and Conches to Buffalo, via Emporium Junction. 7:45 P.M. daily for Erie; for Mochecter, Buffalo

and Niagara Falls daily, except Saturday, with Sleeping Car Washington to Rochester. 10:40 P.M. for Erie, Canandalgua, Rochester, Buffalo and Nisgara Falis daily. Puliman Sleeping Car Washington to Rochester Saturdays only. FOR PHILADELPHIA, NEW YORK AND THE

EAST. 4:00 P.M. "CONGRESSIONAL LIMITED," for New York only, daily, all Parlor Cars, Dining Express, 6:55, 8:50, *10:00 (New York only) and

*11:00 A.M., *12:35, 3:15, *4:40, 6:50, 10:00 P.M., 12:30 night. On Sandays, *8:50, *11:00 A.M., 12:10, 3:15, *4:40, 6:50 and 10:00 P.M. 12:30 night. For Philadelphia only, Express 7:40, 10:00 A.M., 12:10 P.M. week-days, 2:00, 4:00, *5:35 and 5:40

P.M. daily; 6:55 A.M. Sundays. For Besten, without change, i:40 A.M. week-days and 5:35 P M. dally. For Lake Placid, Mondays, Wednesdays and Fri-

days, 12:35 P.M. For Baltimore, 5 00, 6:15, 6:55, 7:40, 7:50, 8:50, 10:00, 10:50, 11:00 A.M., 12:10, 12:35, 1:15, 1:23, 2:00, 3:15, 3:30, 4:00 (4:00 Limited), 4:20, 4:40, 4:48, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, On Sundays, 6:55, 7:50, 8:50, 9:05, 10:50, 11:00 A.M., 12:10, 1:15, 2:00, 3:15, 3:30, 4:00 (4:00 Limited), 4:20, 4:40, 5:35, 5:40, 6:10, 6:50, 7:15,

7:45, 10:00, 10:40 P.M., and 12:30 night, For Annapolis, 7:40, 8:50 A.M., 12:10 and 5:40 P.M. week-days. Sundays, 8:50 A.M. and 5:40

For Pope's Creek Line, 7:50 A.M. and 4:48 P.M.

week-days; 9:05 A.M. Sundays. Seashore Connections

FOR ATLANTIC CITY. "ATLANTIC CITY SPECIAL," through Pullman Buffet Parlor Cars, via Delaware River Bridge Route, 1:15 P.M. week-days.

Via Delaware River Bridge, only all-rail route, 11:00 A.M., 4:00 P.M. and 12:30 night, daily, 12:35 P.M. week-days; 10:00 A.M. Saturdays only.

Via Market Street Wharf, 6:55, 8:59 (Saturdays only), 10:00 and 11:00 A.M., 12:35 P.M. weekdays, 12:30 night, daily. 12:10 P.M., Sundays

For Cape May, 10:00 A.M., 12:10 and 12:35 P.M. week-days, 12:30 night, daily. For Asbury Park, Ocean Grove and Long Branch,

8:50, 11:00 A.M., 12:35 P.M. and 12:30 night. week-days. Ticket offices, corner Fifteenth and G streets and at the station, Sixth and B streets, where orders can be left for the checking of baggage to destination from hotels and residences.

Telephone call "1640" for Pennsylvania Railroad Dining Car. W. W. ATTERBURY, J. R. WOOD. General Manager. Pass'r Traffic Manager.

GEO. W. BOYD. General Passenger Agent. Baltimore and Ohio R. R.

TRAINS "EVERY OTHER HOUR ON THE ODD PHILADELPHIA AND NEW YORK.

PHILADELPHIA AND NEW YORK.

*7:00 a.m. Diner, Pullman Sleeper.

†9:00 a.m. Diner and Parlor 5 Hr. Train.

†9:09 a.m. Diner and Parlor Car.

†11:00 a.m. Diner and Parlor Car.

*1:00 p.m. Diner and Parlor Car.

*3:00 p.m. "Royal Limited," All Pullman.

†4:00 p.m. Coaches to Philadelphia.

*5:00 p.m. Diner and Pullman Sleeper.

*5:00 p.m. Coaches to Philadelphia.

*11:30 p.m. Sleepers.

*3:00 a.m. Sleepers.

*Atluntic City, †7:00, †9:00, †11:00 a.m., †1:00,

*3:00 p.m. *3:00 p.m. EVERY HOUR ON THE HOUR

EVERY HOUR ON THE HOUR
TO BALTIMORE WITH PULLMAN SERVICE.
Week days: 3:00, 5:00, 6:30, 7:00, 7:20, 8:00,
8:35, 9:00, 9:30, 10:00, 11:00 a.m., 12:00 noon,
12:05, 1:09, 2:00, 3:00, 4:00, 4:45, 5:00, 5:05, 5:30,
6:00, 6:30, 7:00, 8:00, 10:00, 11:30, 11:35 p.m.
Sundays: 3:00, 7:00, 7:20, 8:35, 9:00, 11:00 a.m.,
1:00, 1:15, 3:00, 3:30, 5:00, 5:30, 6:30, 8:20, 10:00,
11:30, 11:35 p.m.
WESTWAPD.
LEAVE STATION, New Jersey ave. and O st.
CHICAGO and NORTHWEST, *11:00 a.m., *7:30
0.m.

CHICAGO and NORTHWEST, *11:00 a.m., *7:30 p.m.

CINCINNATI, ST. LOUIS and LOUISVILLE, *10:05 a.m., *4:05 p.m., *12:45 night.

PITTSBURG and CLEVELAND, *11:00 a.m., *9:15 p.m. and *12:40 night.

COLUMBUS, *7:30 p.m.

WHEELING, *10:05 a.m., *7:30 p.m.

WHNCHESTER, *18:35 a.m., *14:05, *15:00 p.m.

ANNAPOLIS, week days, 8:35 a.m., 5:30 p.m.

FREDERICK, *18:35, *19:15, *110:05, *11:00 a.m., *11:15, *14:05, *16:30 p.m.

HAGERSTOWN, *10:05 a.m. and *15:00 p.m.

Boyd and way points, *18:35, *19:15 a.m., *11:15, *15:00, *16:30, *10:15, *11:30 p.m.

LURAY and ELKTON, *1:05 p.m.

GAITHERSBURG and way points, *18:35, *19:15 a.m., *12:50, *11:15, *11:30 p.m.

Washington Junction and way points, *18:35, *19:15 a.m., *11:15, *11:30 p.m.

Washington Junction and way points, *18:35, *19:15 a.m., *11:15, *11:30 p.m.

Washington Junction and way points, *18:35, *19:15 a.m., *11:15, *11:30 p.m.

Washington Junction and way points, *18:35, *19:15 a.m., *11:15, *15:00, *15:30 p.m.

*Daily, *Except Sunday, *18unday only, *18unday on

Chesapeake & Ohio Ry.

CHICAGO SPECIAL.-Parlor and Dining Cars (on